

COUNTY OF SAN DIEGO, CALIFORNIA
BOARD OF SUPERVISORS POLICY

Subject

Development of McClellan-Palomar Airport

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Purpose

To provide a policy establishing guidelines for the operation and development of McClellan-Palomar Airport.

Background

McClellan-Palomar Airport has become the busiest County-owned airport facility, with more take-offs and landings than any other civilian airport in the San Diego region. The development of land adjacent to the airport has restricted the airport to a single 5,000-foot runway that can be used from a magnetic heading of 060 or 240 degrees, and a capacity for over 500 based aircraft. Taxiway configuration limits the weight of aircraft using the facility to a maximum of 60,000 pounds. There is a need to ensure that residential and commercial land uses around the airport and airport operations remain compatible.

Policy

It is the policy of the Board of Supervisors that:

1. The role of McClellan-Palomar Airport shall be to provide air transportation for the residents of North San Diego County and to facilitate general aviation activities while minimizing noise impacts on surrounding areas and communities.
2. Scheduled commuter airline operations are limited to aircraft having 10 to 60 seats and meeting the approach speed and wing span categories for McClellan-Palomar Airport in accordance with FAA regulations. Commuter airline aircraft shall meet the FAA Stage III noise criteria.
3. The airport will operate with one runway that simultaneously accommodates a 4,900 foot landing distance and a 5,000 foot takeoff distance; the 100 foot difference, a displaced threshold on the runway's east end, will increase the safety of the airport while reducing noise levels.
4. The County will take a proactive role working with local agencies and the FAA to protect the airspace around the airport from encroachment and to promote compatible off airport land development, and to ensure the future safety and compatibility of the existing runway length.
5. The County will operate the airport in accordance with any adopted FAA Part 150

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Noise Compatibility Program and in full compliance with any State or Federal mandated noise standards relating to the operation of a public airport. The program will recognize the Noise Element of the City of Carlsbad's General Plan and implement mitigation measures consistent with State, Federal and FAA Grant Assurance Agreements to minimize noise impacts.

6.The County will monitor aircraft noise and verify the Community Noise Equivalent Level (CNEL) noise contours within the airport influence area as described in the Palomar Airport Comprehensive Land Use Plan as well as monitor pilot compliance with any adopted FAA Part 150 Noise Abatement Program. The County will also continue to monitor air traffic around the airport with a noise monitoring and flight tracking system and implement procedures consistent with State, Federal and FAA Grant Assurance Agreements to mitigate single event noise complaints.

7.The Airport Manager will produce, distribute and promote a detailed noise abatement program for the airport. The program will contain specific flight information and a chart identifying noise sensitive areas. The noise abatement program will be updated annually and distributed to pilots. The Airport Manager will request pilot compliance with the program.

8.This policy recognizes SANDAG's Airport Land Use Commission Plan.

Sunset Date

This policy will be reviewed for continuance by 12-31-09.

Board Action

10-9-02 (5)
10-6-87 (58)
12-12-89 (49)
6-5-90 (43)
10-23-90 (45)
4-30-91 (32)
9-17-91 (42)
7-16-96 (19)

CAO Reference

1. Department of Public Works